

MEETING OF THE TRANSPORTATION AUTHORITY OF MARING

THURSDAY, MARCH 24TH, 2005

Commissioners Present: Steve Kinsey, Chair, Marin County Board of Supervisors
Al Boro, Vice Chair, San Rafael City Council
Susan Adams, Marin County Board of Supervisors
Charles McGlashan, Marin County Board of Supervisors
Cynthia Murray, Marin County Board of Supervisors
Paul Albritton, Alternate, Sausalito City Council
Peter Breen, San Anselmo Town Council
Larry Chu, Alternate, Larkspur Town Council
Melissa Gill, Corte Madera Town Council
Pat Eklund, Novato City Council
Alice Fredericks, Tiburon, City Council
Dick Swanson, Mill Valley City Council
Lew Tremaine, Fairfax City Council
Amy Belser, Sausalito City Council
Joan Lundstrom, Larkspur City Council

Commissioner Absent: Hal Brown, Marin County Board of Supervisors
Jerry Butler, Belvedere City Council
Tom Byrnes, Ross City Council

Staff Members Present: Craig Tackabery, TAM Executive Director
Tho Do, Associate Engineer
Art Brook, Senior Transportation Engineer
Jack Baker, Senior Civil Engineer
Jessica Woods, Recording Secretary

Chair Steve Kinsey called the Transportation Authority of Marin Meeting to order at 7:34 p.m.

1. Commissioner Matters not on the Agenda

Vice Chair Boro announced that Congresswoman Lynn Woosley is sponsoring a community forum on Transportation and Rail with Governor Michael Dukakis on Monday, March 28th, 2005 at 10:00 a.m. at the Marin County Civic Center.

2. Approval of TAM Minutes of February 24, 2005 and March 5, 2005

TAM noted a few minor changes to the February 24, 2005 Minutes.

Chair Kinsey asked for a motion.

Commissioner Swanson moved and Commissioner Eklund seconded, to approve the Minutes of February 24, 2005 as amended. The motion carried by a 13:1 vote by TAM with Commissioner Chu abstaining.

Chair Kinsey asked for a motion.

Commissioner Swanson moved and Commissioner Eklund seconded, to approve the Minutes of March 5, 2005 as amended. The motion carried by a 13:1 vote by TAM with Commissioner Adams abstaining.

3. **Executive Director's Report**

b. Follow-Up on Marin Travel Model Presentation

Craig Tackabery, Executive Director, provided TAM with the Executive Director recruitment flyer that would close April 22nd. Staff is posting that information on the TAM web site. Also, in the packet, staff included the schedule for the recruitment and noted that there is a request from the consultant to start the May 26th meeting at 4:00 p.m. rather than 7:30 p.m. in order to have a three-hour closed session for interviews.

Executive Director Tackabery reported that staff confirmed with the Board of Equalization (BOE) that all notices were mailed out to all businesses last week regarding the new sales tax. Also, BOE issued a press release and all the details in that regard are posted on their web site.

Executive Director Tackabery announced that Marin County Transportation District (MCTD) on Tuesday hired the firm Nelson/Nygaard to prepare the Short-Range Transit Plan (SRTP) and staff would provide the scope of work to Commissioners, if so desired.

Executive Director Tackabery provided TAM with some testimony by the California Transportation Commission (CTC) to the State Senate. Staff pointed out that the annualized escalated transportation need is in the range of \$16 billion dollars. Funding specified in current law should provide an average of approximately \$4.5 billion per year, slightly over a quarter of the identified need. They are concerned about the diversion of transportation funding to the General Fund. They support the Governor's proposal to firewall Proposition 42 funds. Also, the Commission has not funded a single new capacity project without borrowing from future federal funds since June 2003 and the current budget proposal will force a continued suspension of funding for STIP projects. Staff further pointed out that fourth phase of the Gap Closure Project through Puerto Suello hill and Marin-Sonoma Narrows could be in jeopardy.

Executive Director Tackabery reported that he conducted some research in response to questions raised at the March 5, 2005 meeting about how low-income communities were

selected by MTC for Community Based Transportation Plans, which he would provide to Commissioner Murray and Commissioner Eklund. Staff noted that the research indicated that to be a community of concern as MTC defines it, 30% or more of households must be below 20% of the federal poverty level or 70% or more of the persons must be a minority. Also, 44 communities in the region were identified as low-income and only 25 were selected for plans and both Marin communities were selected, so Marin did well in that process.

Executive Director Tackabery offered recognition for the Marin County Board of Supervisors is introducing a plan as part of its Employee Commute Alternatives Program for pre tax paycheck deductions for transit for employees. Staff further noted that Principal Transportation Planner Dean Powell has the details if other agencies or businesses are interested.

Executive Director Tackabery followed up on the Transportation Model discussion at the February 24 meeting and responded to Commissioner Swanson's request a few weeks ago for specific model data. He reported there is no dedicated budget or staff available to provide such information at this time. Staff is focused on the model update needed for the Nelson/Nygaard study for MCTO and for the CMP. Staff announced that the CMP update effort is moving forward with Peter Martin of LTK, and the scope discussion would be presented at the April meeting. Also, if any Commissioner is interested in discussing model information with the consultant directly, staff could set up a phone interview.

Commissioner Murray asked for an update on the federal TEA Reauthorization.

Chair Kinsey provided an update and explained that this is the Federal Reauthorization and there have been five continuing resolutions that have kept the previous TEA Authorization going. It is expected that the Senate and House will act in the course of the next few weeks and there will be a Conference Committee formed by late April between the House and the Senate. He stated that all parties are trying to have a new Bill in front of the President before the current continuing resolution ends in May. He expects to see action taken by the end of May. He noted that there are projects for Marin County, both for the Golden Gate Bridge District and for bicycle/pedestrian facilities and Marin-Sonoma Narrows projects that were included in specific earmarks. There are still some challenges that the House and Senate will have to reconcile, mostly related to the fact that the House Bill has a larger number of earmarks. Therefore, less money would come back in a block to the region, so that would be a major point in negotiations between the House and Senate Conference.

Commissioners Adams asked Chair Kinsey to discuss the money issues between the House and Senate. Chair Kinsey responded that the Committee accepted the \$284 billion on the Senate side, but there is some opportunity to introduce a higher number on the floor as a floor amendment, so that may still come, but the leadership accepted the \$284 billion.

Chair Kinsey acknowledged that staff has done a remarkable job and he continues to hear positive comments, and in his view, staff is serving the community very well.

4. Commissioner Report

a. Executive Committee

Chair Kinsey reported that the Executive Committee met to complete the job recruitment announcement. He thanked the Executive Committee and the consultant team for helping with this and acknowledged the drive of Commissioner Murray to make sure that they got this completed and out in order to bring the Executive Director on board as soon as possible. Also, the Executive Committee discussed the Gap Closure Project and the financing, which will be discussed during Agenda Item 6. He noted that the Executive Committee had some discussions about Regional Measure 2. Project Manager Bill Whitney will be coming on board next week to provide full-time resources needed to make the series of projects move forward in a timely fashion.

b. RM2 Greenbrae Corridor Committee

Chair Kinsey reported that the Committee met to discuss the Sir Francis Drake Blvd. Project, which will be discussed at Agenda Item 5. Chair Kinsey reported that the HOV Gap Closure Project comes into the same area with the crossing of the Corte Madera Creek and the Highway 101 Gap Closure Subcommittee discussed some sound wall design related issues that would be coming up in the Greenbrae area on the east side, or close to the Greenbrae Boardwalk. He further noted that the decisions suggest that this Committee could consider some of the options and concerns that exist.

c. Highway 101 HOV Gap Closure Committee

Vice Chair Boro reported the San Rafael City Council met with Caltrans to review the final designs submitted on the southbound I-580-exit ramp from U.S. 101, which will be a two-lane exit. Previously, they expressed concerns about the height of the wall and as part of Measure A TAM added an extra million dollars to improve the aesthetics. Caltrans redesigned the wall and in the process they moved the actual frontage road over 12 feet and after much discussion, the Council supported Caltrans design. He pointed out that there would be some relief on the wall and overall it is a good design. He further announced that a million dollars has been saved from this budget and could be reserved for other parts of the project.

Chair Kinsey acknowledged that it will take some time to know the consultant team, and that Connie Preston will be TAM's Project Manager for the Gap Closure Project and she would continue to meet with the Committee and work closely with SMART related to the right-of-way issues, location of sound walls and coordination of the bike/ped greenway through San Rafael.

d. Marin-Sonoma Narrows Policy Advisory Group

Commissioner Murray reported that the Advisory Group met and the first item was to support the City of Petaluma and the Sonoma County Transportation Authority (SCTA) in accelerating the Petaluma Bridge upgrade into the SHOPP for funding, ahead of the Narrows Project. Also, they started reviewing project phasing, so if we only receive small increments of money, we plan for what could be done. They looked at breaking the Marin-Sonoma Narrows into several little projects. They debated whether to start at the north and south and work towards the middle or tackle safety projects first. Also, it was reported that there would continue to be a gap between the end of the Marin-Sonoma Narrows Project and the other SCTA projects. She then reported on the High Occupancy Toll (HOT) lanes and the hope that given the funding shortages, they might use HOT lanes as a way to fund some of the capital improvements. Unfortunately, recent study from 2000 shows that there is a decline projected in drivers, and that the amount of revenue generated from HOT lanes would only fund operating expenses and there would not be enough money to do any capital improvements. Also, Caltrans is starting to set the standards and their standards would call for a greater widening of the freeway, and it has been Marin and Sonoma's goal all along to stay within the existing right-of-way. They would have to add close to 30 feet of additional right-of-way to install the HOT lanes in order to have the additional shoulder, buffer and transition pockets. She further noted that it is more complicated than anticipated, so a decision was made to move forward with the EIR as currently proposed and after completion, they could always revisit the HOT lanes.

e. SMART

Vice Chair Boro reported that SMART had two meetings in March. A workshop on the 10th to discuss real estate policies. At that meeting, the consultants brought forward a series of policies from transportation groups around the country with respect to how to manage property. There was general consensus that SMART has a fiduciary responsibility to the people that they represent and they must control these sites. However, they also agreed that they should honor and work with each of the jurisdictions if there is property available for development and honor their zoning, but at the same time develop the sites in a manner that works for the principles of transit oriented development. There were issues raised about what role SMART would have with a developer. After much discussion, they have a pretty good policy in place, so they must see how it works. Currently they are working with Santa Rosa and soon with Novato. Also, SMART dealt with the Cal Park Tunnel. The county has secured \$9.3 million to complete a bike and pedestrian pathway through the tunnel. The issue is what to do with the existing tracks. SMART took the position that the tracks would not be paved over. There may be several funding sources for their portion of this project if they desired to complete that tunnel. SMART has of \$35 million of Regional Measure 2 (RM2) funds to work with in the Larkspur area with respect to the issue of the train. They agreed that their staff would work with the county to finalize the design. With the help of Chair Kinsey and they started to pursue the RM2 money. It will cost an additional \$7 million to provide for a future train, but on a standalone basis it would be \$10 million, so it seemed to be a good investment to provide for the future train at the same time and hopefully the

funding would be available. San Rafael, Larkspur and SMART have expressed concern about responsibility in regard to maintenance, enforcement and control and the two cities and SMART would meet with the TAM staff to resolve these issues.

Commissioner Breen acknowledged Commissioner McGlashan for making the particular motion at the SMART meeting that allowed them to proceed.

Commissioner Adams will SMART be responsible for. Also, she asked why SMART would not be responsible for the parts that are train related in regard to maintenance. Chair Kinsey responded that as the county developed the Cal Park Tunnel Feasibility Study, they worked with the two jurisdictions, and a number of stakeholders, and with consultants developed a 30% level design. Included in that 30% level design was a cost estimate that identified what it would take to open it specifically and exclusively for bicycle and pedestrian use, and then it continued on to understand what an ultimate build-out would cost. In terms of the operational maintenance responsibility, what is being discussed has to do with the operational maintenance responsibility, the initial use of the tunnel once it is rehabilitated, which would exclusively be bicycle and pedestrian. He further stated that for the foreseeable future it will be a bicycle and pedestrian facility, but the decision was to prepare it for its ultimate use.

Commissioner Chu stated that Larkspur last week gave staff the authorization to begin the process for a Memorandum of Understanding with the City of San Rafael, the County and SMART. He added that besides the operational funding issues, Larkspur must deal with some liability issues because they are self-insured.

Chair Kinsey added that the Metropolitan Transportation Commission is in the process of developing a Transit-Oriented Development Policy that would apply to the investment of discretionary transit dollars for transit expansion in the region. The idea would be that by the end of June, as a Commission, they would be adopting a Transit-Oriented Development Policy that would be applied to those transit expansion projects, including SMART, which were identified by their Resolution 3434. Also, MTC staff participated in the March 10th discussion that SMART had about the issues related to Santa Rosa's Railroad Square. There are also two focus groups being planned, one with Planning Directors' and then an other with stakeholders. He wanted to check with this body to see if there is an interest in having MTC staff present the basis for the policy at the level that it currently developed, so that TAM could understand expectations that will be placed on cities who are along that corridor, as it relates to a half mile radius around transit stations. If there is an interest, the staff at MTC have agreed to attend the April meeting.

Commissioner Murray felt it would be good for the planning staff to be present at that meeting as well because this is not only a transit issue, but also a land use issue. She recommended inviting all Planning Departments.

TAM agreed to have MTC staff make a presentation at the next meeting. Executive Director Tackabery agreed follow up and to add MTC staff to the next agenda.

5. **Regional Measure 2 Project Allocation for Sir Francis Drake Boulevard Widening Construction, request for Caltrans to Construct Project**

Craig Tackabery, Executive Director, summarized the staff report and recommended that TAM adopt the attached Resolution affirming the Updated Initial Project Report and authorizing the Executive Director to request a FY04/05 allocation; and direct staff to send the attached letter to Caltrans requesting the project be added to the Marin 101 HOV Project.

Paul Albritton, Alternate, Sausalito City Council, joined the TAM meeting at 8:12 p.m.

Executive Director Tackabery stated that if submitted as a traditional project the permitting process would take at least two years, so there is years of time savings and thousands of dollars saved as well.

Commissioner Chu stated that his City staff met with Caltrans and savings in construction, permitting, material and mobilization costs estimate a savings of \$200,000.

Commissioner Gill stated that the relevant parts were updated, but in regard to the other portions, several dates are incorrect and a few technical details could be updated because the data is old and inaccurate. Executive Director Tackabery responded that more accurate information is not available at this time for the other elements, but will be updated in the near future.

Chair Kinsey asked for a motion.

Commissioner Chu moved and Commissioner Adams seconded, to approve Resolution No. 2005-02, affirming the Updated Initial Project Report and authorize the Executive Director to request FY04/05 allocation; and direct staff to send a letter to Caltrans requesting the project be added to the Marin 101 HOV Project.

Chair Kinsey opened the item for public comments.

Deb Hubsmith, representing, Marin County Bicycle Coalition, asked for a presentation before this body about the Central Marin Ferry Connection Project because this is an important piece that has been in the works since 2001. This project is at 30% design and will connect directly with the Cal Park Hill Tunnel. They must identify an agency to handle maintenance for this and she felt it is an excellent project for RM2 funding. She believed this body has not reviewed what this project would do, how it would allow people to travel to the ferry terminal, and how it would connect Corte Madera with Larkspur and with San Rafael when the Cal Park Hill Tunnel is opened. Also, since it is at 30% design, there may be a way to have cost savings if it is constructed at the same time as the Cal Park Hill Tunnel.

There being no further public comments on this item, Chair Kinsey closed public portion of the testimony and brought the matter back to TAM for action.

The motion carried by a unanimous vote by TAM.

6. Highway 101 Carpool Lane Gap Closure Project STIP Amendment, Financial Contribution Agreement Amendment

Craig Tackabery, Executive Director, summarized the staff report and recommended that TAM authorize the Executive Director to submit a letter of concurrence with the proposed STIP Amendment transferring \$11,858,000 programmed in FY 05/06 to FY 06/07; and authorize the Chair to approve a revised Exhibit A-1, adding \$10,000,000 in CMAQ funds for R/W Acquisition.

Chair Kinsey noted that there is an opportunity in the future through the resale to have some reimbursement for the funds spent on R/W. Chair Kinsey clarified that the result of this opportunity after it is formalized at the end of next month, is that TAM would be able to illustrate a fully funded Gap Closure Project for all four phases and to achieve that they will have only used \$10 million of the \$25 million of sales tax dollars allocated in Measure A leaving a \$15 million reserve for uncertainty and for additional amenities. Executive Director Tackabery responded in the affirmative.

Commissioner Breen discussed the sales of the surplus property and asked staff if any of that property could be used for development along the SMART right-of-way. He then asked staff if TAM has any authority in that matter. Executive Director Tackabery responded that it was discussed at the 101 Gap Closure Committee meeting and the idea was to get over this hurdle; design the bicycle path and make sure that if the bicycle path needs any portions of the R/W it is not surplus; and then look at the surplus properties as a group to understand the opportunities and discuss the matter with Caltrans to see what policy flexibility they might have.

Vice Chair Boro pointed out that the real key is that if they did not have Measure A funds this special allocation that came from MTC would not have been available, so it is important that they continue to get the word out to the public that being a self-help County has not only paid off, but also multiplied their money. This is a positive story that should go to the press.

Chair Kinsey called TAM's attention to Attachment "A2" and what has happened is that during the 3-year funding cycle, the formula funds that came to our region from the Federal Government provided a little over \$100 million more than estimated, so the region is deciding what to do with that \$100 million. They indicated that they would take half of the funds to help "*ready to go*" projects. The other half of the funds would be used by formula to support local road programs and a few other items related to transit improvements. Also, the study of the suicide barrier on the Golden Gate Bridge is a candidate to receive about \$1.6 million. As it relates to the section of "*ready to go*" projects, Marin received \$21.3 million, which represents almost 40% of the money being made available to the entire region, so they should be very grateful and proud.

Chair Kinsey opened the item for public comments.

Don Wilhel, Novato resident, stated that he is very excited to see progress being made. He discussed page 2 of 2 where the remaining \$15 million in sales tax funds are described, and as he recalled if there are funds left over from the Gap Closure Project that they would be allocated to transportation projects and streets and roads. He desired to make sure that staff has reviewed any elements intended to use that \$15 million, and that they are included in the expenditure plan. Chair Kinsey responded that the Gap Closure Project did embrace the issues of landscaping, and it did incorporate the greenway of bicycle and pedestrian improvements through the section, and in the event there are funds left after addressing those needs, then additional monies remained would be transferred into the transit budget, not the local roads budget. Commissioner Adams pointed out that the sound walls are another issue that must be addressed.

Deb Hubsmith, representing, MCBC, complimented staff on their hard work, as well as the new consultants, and thanked Chair Kinsey for being the Chair of MTC for the last couple of years. Also, they must work very closely with SMART and that would happen a lot in the coming months to make sure that the alignment of the bikeway parallels what is occurring with SMART. She noted that there was a past issue with the SMART alignment for the bikeway that showed this section being Phase 2 of SMART and they are trying to put forth the importance to SMART that they must move this section officially into Phase 1 and she wanted to make sure that those issues are resolved so this matter could move forward.

There being no further public comments on this item, Chair Kinsey closed the public comments on this item and brought the matter back to TAM for action.

Chair Kinsey asked for a motion.

Commissioner Albritton moved and Commissioner Adams seconded, to adopt the Resolution, authorizing the Executive Director to submit a letter of concurrence with the proposed STIP Amendment transferring \$11,858,000 programmed in FY 05/06 to FY 06/07; and authorize the Chair to approve a revised Exhibit A-1, adding \$10,000,000 in CMAQ funds for R/W Acquisition. The motion carried unanimously by TAM.

**7. Local Streets and Roads, Surface Transportation Program Projects,
Cycle 1 Augmentation**

Craig Tackabery, Executive Director, summarized the staff report and recommended that TAM confirm the project list in attached Local Streets and Roads, Cycle 1 Augmentation that was submitted to MTC as follows: Fairfax – Center Boulevard Rehabilitation; Marin County – Sir Francis Drake Boulevard Rehabilitation, Kentfield; Novato- Grant Avenue and Redwood Boulevard rehabilitation.

Commissioner Breen stated that this reinforces the working relationship with this body and Public Works Directors' and he believed it is a good model for other communities.

Chair Kinsey opened the item for public comments, and seeing no one wishing to speak, he closed the public comments and brought the matter back to TAM for action.

Chair Kinsey asked for a motion.

Commissioner Eklund moved and Commissioner Tremaine seconded, to adopt the Resolution, confirming the project list in attached Local Streets and Roads, Cycle 1 Augmentation that was submitted to MTC as follows: Fairfax – Center Boulevard Rehabilitation; Marin County – Sir Francis Drake Boulevard Rehabilitation, Kentfield; Novato- Grant Avenue and Redwood Boulevard rehabilitation. The motion carried unanimously by TAM.

8. Proposed Revision to TAM FY 2004-05 Budget

Craig Tackabery, Executive Director, summarized the staff report and recommended that TAM adopt the revised FY 2004-05 budget as shown in Attachment A to this staff report; authorize the establishment of two new funds within the County accounting system to capture the financial transactions of TAM; and authorize the transfer of all assets, liabilities, and fund balance from the existing CMA fund to a newly created TAM fund.

Commissioner Eklund asked staff if they would at some point talk about the \$3 million allocated to MCTW for transit. Executive Director Tackabery responded that they discussed that amount during the November 2004 meeting and it was the estimate to maintain existing transit service levels through the end of June 2006. Staff explained that Golden Gate and MCTD entered into an 18-month contract and the \$3 million was the amount needed by MCTD to fully fund that contract. Staff noted that there would be more discussion with the Strategic Plan and MCTD Short-Range Transit Plan about how to invest funds in the future, but this was the allocation to keep the buses running on the street. Chair Kinsey added that it was the action that they did take at TAM that made the difference between not having local service during this period of time.

Chair Kinsey stated that Marin County Transit District is the contractor with the Golden Gate Bridge District and TAM has done pass-through funding to the Transit District to support them. The Transit District retained the planning services of Nelson/Nygaard to develop a Short-Range Transit Plan and TAM has a Committee of this body that will meet with representatives from the Transit District to oversee and guide that short-range transit process. It will be important for the TAM Committee to have one meeting to make sure they all understand the roles and issues that would move forward in the short-range transit planning program over the next 6 to 8 months. Then begin to have those joint meetings in the near future and under the current timeframes with the Golden Gate Bridge District, MCTD must make a determination about their relationship with them later this year.

Chair Kinsey noted that the County has advanced loans to the Transit District prior to Measure A. Commissioner Eklund asked staff if the \$3 million would reimburse the County. Executive Director Tackabery responded that the money was for service from November 2004 through the end of the agreement.

Chair Kinsey stated that because this budget is an estimate of what TAM will expect as the first payment, they might need to revisit the budget at the end of the fiscal year.

Commissioner Albritton asked staff for an explanation as to why TAM is borrowing the full \$3.4 million and then ending up with half a million dollar surplus. Nancy Whelan, Consultant, responded that Attachment "A" assumes that there would be one month of payments from the BOE for Measure A. They took a very conservative assumption that the cash flow is very slow, so essentially they would end up paying the MTCD the full amount. Commissioner Albritton clarified that it is a cash flow issue and that is why they are paying the full amount.

Commissioner Albritton believed that if TAM desired any recognition for Measure A that they should have some information on their local buses such as "*paid for by Measure A.*"

Commissioner Adams reported that at the last Board of Supervisors meeting a woman noted her deepest gratitude for keeping the West Marin Stage going because it has been very important to the community and has improved the quality of their life. They are acknowledging that there has been a change.

Chair Kinsey asked for a motion.

Commissioner Albritton moved and Commissioner Swanson seconded, to adopt the Resolution, revising FY 2004-05 budget as shown in Attachment "A" in the staff report; authorizing the establishment of two new funds within the County accounting system to capture the financial transactions of TAM; and authorize a transfer of all assets, liabilities, and fund balance from the existing CMA fund to a newly created TAM fund. The motion carried unanimously by TAM.

9. Proposed Service Contract with Nolte Associates, Inc., to Provide On-call Program Management Support

Craig Tackabery, Executive Director, summarized the staff report and recommended that TAM authorize the Chair to execute the Professional Services Contract with Nolte Associates Inc. to provide on-call consulting program support services, for an amount not-to-exceed \$1,380,000.

Chair Kinsey asked for a motion.

Commissioner Murray moved and Vice Chair Boro seconded, authorizing the Chair to execute the Professional Services Contract with Nolte Associates Inc. to provide

on-call consulting program support services, for an amount not-to-exceed \$1,380,000.

Commissioner Breen discussed Exhibit “A” in relation to job description of “*general oversight*” and recommended that it be well described in order for the tax payer to better understand in order not to detract from Measure A. Executive Director Tackabery recommended stating, “*Technical Support.*” TAM agreed.

Supervisor Adams asked staff if the “*not- to-exceed value*” is a generous allocation or is it a conservative type expected allocation.

Trudy Presser, Managing Director of Nolte Associates, noted that they did an estimate based on what was presented at the workshop of all the wide range of services and then did a check based on their experience in working with other authorities and the level of effort is estimated appropriately. She explained that it was based on the understanding that staff would get hired; so there are some assumptions that by the end of their contract, staff would be engaged and they assume they would be helping to facilitate that along.

Vice Chair Boro thanked Executive Director Tackabery for his work that has been done and the presentation that was made by the consultants. He further believed this process is off to a great start and that staff assembled a great team.

The motion carried unanimously by TAM.

10. Safe Routes to School Program Request for Proposals Process

Craig Tackabery, Executive Director, summarized the staff report and recommended that TAM review the existing scope of work and the RFP process and provide comment.

Hank Haugse, Nolte Associates, noted that attached in the staff report is a letter outlining the proposal process.

Commissioner Chu discussed the RFP and pointed out that it only speaks to walking and biking and has no mention of carpooling, which must be discussed in order to be consistent with the expenditure plan. Also, the inclusion of not only public, but also private schools as well in the areas of elementary, middle school and high school. He pointed out that there is no mention in the RFP of penetration in the new schools. He added that there is no mention of public relations and outreach, which is a function of the expenditure plan. Also, there had been previous discussions with TAM, as well as questions raised by the general public, about oversight, and in that portion it should clearly delineate the separation and accountability between funding and staff resources. He felt it would be good to view a proposed budget breakdown of the various tasks in the RFP. He stated that in previous discussions with Public Works Directors’ they thought the engineering portion was their responsibility, and there is mention of engineering in the RFP, so that should be clarified.

Commissioner Murray agreed that private schools should be included. She also wondered about yellow school buses and whether they should be added where appropriate. Also, it should be noted that TAM would work with the schools, PTA's and parents because they must participate in this plan. She expressed concern about the "*evaluation of existing programs*" because it is not just the program that needs to be evaluated, it must be the entire system in the County in order to know how bikes, pedestrians and school buses are functioning, so they must integrate in order to make this a full fledged program. She further believed there should be a broader understanding of what is already done, in the pipeline and where the gaps are in order to help those to better identify.

Chair Kinsey discussed the yellow school bus idea and explained that the expenditure plan called for the bus related aspects of school access to be done through the transit portion of the plan. Executive Director Tackabery responded that the funding for yellow school buses is in the transit portion, but the marketing could be coordinated with both these programs.

Commissioner McGlashan believed an integrated strategy must be considered, so in areas where yellow school bus operations is targeted will allow Safe Routes to School funding to be focused in other areas that cannot be served effectively in that same manner. Also, he noted that Wendy Kallins conducts a "*walkabout*" with parents, elected officials, and public works people from different cities, which is an incredibly effective marketing tool and a great way to understand what is going on outside in order to view the physical infrastructure for Safe Routes and establish other ideas, so he recommended that the contractor continue that approach.

Commissioner Adams believed another item to be captured in this area was the possibility for crossing guards. She asked how that would be integrated and which schools would be the most appropriate for that service. She also desired to view in the RFP would divide up the educational component and the outreach component with the actual hard infrastructure elements. She believed there is room within this element to also leverage some of the local roads dollars or access way dollars, so there could be some coordination of the use of those funds.

Commissioner Eklund stated that there is a great need for engineering expertise and without that being available they would not be as far along as they are in regard to identifying what the needs are amongst four or five of their schools. She pointed out that Dave Parisi has done a fantastic job in developing grant applications. She believed they need engineering expertise as part of the Safe Routes to School Program. Also, she agreed with the idea that this contractor must work with parents and PTA's as well as help recruit schools into the program. She further noted that Ms. Kallins is also helping to facilitate neighborhood meetings.

Commissioner Gill stated that the County Board of Education should be considered as a stakeholder group as well.

Commissioner Adams agreed with Commissioner Eklund about the unique skills that an engineer should have around bicycle access and engineering. She noted that the City of Davis has a bicycle engineer who works with all the different areas and creates the bike plans. This does not exclude the local City Public Works Departments, but there is a certain expertise that the particular bicycle engineer has that the other engineers who deal with auto traffic and pot holes may not have, so it is important to have such expertise.

Commissioner Eklund noted that because of Dave Parisi's expertise in reviewing intersections and the different tools available, he has helped educate Novato's engineers. This is needed in addition to the technical program knowledge that Ms. Kallins provides.

Commissioner Chu stated that in reading the RFP he did not get a sense of what the goals of Safe Routes of School is, so he recommended adding what is intended to be accomplished with the program.

Chair Kinsey stated that in the month ahead, TAM would look to the team to see which elements are in the RFP and which are part of the Strategic Planning. Also, TAM must decide whether all components would go out under one RFP or not. Consultant Hauge responded that the crossing guards are in the expenditure plans, but they would review all the comments and present them back for review.

Chair Kinsey announced that this matter would come to the Executive Committee and then back to TAM for action to award the contract by June.

11. Consider Supporting State Transportation Legislation, GoCalifornia Package, SB 1020 and AB 1623

Craig Tackabery, Executive Director, summarized the staff report and recommended that TAM discuss the pending legislation and provide direction to staff.

Commissioner Breen asked staff if the four-dollar vehicle registration surcharge has already been applied in several counties. Executive Director Tackabery responded that it is only in San Mateo. Commissioner Breen asked staff if the four-dollar surcharge has been collected yet. Executive Director Tackabery noted that he was not sure of the status there, but since it is enabling legislation the program must be adopted locally. Commissioner Breen stated that since it is enabling it provides the County the option if they should decide to do it at some point in time, so he believed this enabling legislation should be on the books in order to proceed when appropriate.

Commissioner Murray noted that in reading SB1020 she desired to know what additional authorization it is providing that did not already exist.

Chair Kinsey announced that this Bill is going before MTC's Legislative Committee next month and if there is a willingness to hold on this at the present time, he and staff could bring back clarity on this issue for the Commission, but TAM could take action on the other items.

Chair Kinsey asked for a motion.

Commissioner Breen moved and Vice Chair Boro seconded, that TAM support being signatory to the AB 1623 Bill, providing TAM the option if desired in the future. The motion carried unanimously by TAM.

12. Suggestions for Future Agenda Items

13. Open Time for Items Not on the Agenda

Rocky Birdsey, representing, Marin Independent Living, discussed Prop 42 funds and noted that included in those funds is \$125 million in transit on a Statewide basis, but there is an additional hit to transit called the “*Spill Over Gasoline Revenue Account*” that is \$216 million Statewide. For this “*Bill Over Revenue Account*” it is \$1.3 million that is an additional hit. Under current law these funds are available to transit operations because when gas prices increase money is needed for transit operations (higher fuel cost and more individuals using transit). He asked TAM, as well as MTC, for any help on this matter because it is critical that these funds remain in the transit fund.

Deb Hubsmith, representing, Marin County Bicycle Coalition, announced that there has been some staffing changes in MCBC, and stated that after seven years as being the Executive Director of the MCBC, she is stepping down in order to spend more time on regional, State and national projects, especially bringing the Safe Routes of Schools to the Federal level, and those efforts are being paid for by members of the MCBC. She would continue to work with the MCBC as Advocacy Director and Kim Benisch who has been the Associate Director for the last 15 months would become the new Executive Director. She then announced that she has been in Washington DC and was invited to speak in the Capitol on April 7th about Marin County’s Safe Routes to Schools Program. She stated that the League of American Bicyclist bought her plane ticket and she is looking forward to informing members of Congress from both the Senate and House about how great Marin County’s Safe Routes to Schools Program is and how important it is to have a national program in the Federal Transportation Bill. She then thanked TAM for making the Marin program work.

Chair Kinsey adjourned the TAM meeting at 9:32 p.m.